Annual Report
Fiscal Year 2005

Airports Division
Great Lakes Region
Federal Aviation Administration

OUR MISSION

Provide leadership in the planning, development, and oversight of a safe and efficient airport system.

OUR VISION

We will excel at our mission by:

- Creating effective partnerships with our customers
- Being innovative, accountable and responsive
- Valuing our employees
- Being proactive to ever evolving change within the aviation industry

Message from the Division Manager

Dear Aviation Community Members:

I am pleased to present our Fiscal Year (FY) 2005 Annual Report for the Great Lakes Region Airports Division (AGL). Once again our employees, with the tremendous help of the aviation community, did an outstanding job in addressing the aviation needs of the eight states in our region.

This report highlights some of the more significant accomplishments and statistics for last fiscal year. I am proud to say that with your assistance we met 95% of our goals in FY 2005. We especially excelled in the safety and capacity categories.

On the safety front, we had another great year. With your continued support, we were able to maintain the very low level of runway incursions we had last year, despite an increase in operations. Once again, we were also able to maintain zero Category A or B incidents (the two most severe types). In addition, we continued to make significant progress funding necessary improvements to our high-priority Runway Safety Areas.

On the capacity front, we were able to complete three major capacity milestones in FY 2005. In November 2004, the last phase of the new 9000-foot Runway 6L/24R at Cleveland Hopkins International Airport was commissioned. In September 2005, the Environmental Impact Statement Record of Decision was signed for the O'Hare Modernization Program. In August 2005, all of the necessary construction work was completed for the new 8,000-foot Runway 17/35 at Minneapolis-St. Paul International Airport, allowing it to be commissioned in October 2005. These are very significant capacity initiatives for the Great Lakes Region and the entire nation, and we appreciate the cooperation of our aviation community in meeting these milestones. In total, our continued investment in safety, capacity and standards projects in 2005 included $381 million in AIP funding in the Great Lakes Region.

We thank you for your assistance in these efforts and ask for your continued support in FY 2006 in the development and maintenance of a safe and efficient airport system.

Sincerely,

Jeri Alles
Division Manager
Airports Division
Great Lakes Region

General Aviation Safety Initiatives

- **General Aviation Airport Inspections.** We conducted marking, lighting and signage inspections at seven of our 14 towered General Aviation (GA) airports and provided recommendations to the airport operators. We inspected the first seven airports in FY 2004.

- **Wildlife Mitigation.** We funded 18 GA airport wildlife-fencing projects to reduce or eliminate large mammal access to airport movement areas using $3.9 million in AIP funding.

- **AirVenture in Oshkosh.** We developed and staffed a booth highlighting General Aviation airport safety at the EAA's AirVenture in July 2005. Over 700,000 general aviation enthusiasts attended the event, including FAA Administrator Marion Blakey and U.S. Secretary of Transportation Norman Mineta, who both personally visited the Airports booth. Eleven AGL employees took part in developing or staffing this booth.

FAA Airports Division employees (green shirts) at our booth
answering questions (left) and greeting Norman Mineta (right).

- **Runway Safety Area (RSA) Projects.** In FY 2005, we were able to physically complete all practicable improvements (excluding the relocation of navigational aids) to the RSAs for Runway 15/33 at Mankato, MN, and Runway 18/36 at Muskegon, MI. Both of these runways were Part 139 certificated prior to the airports surrendering these certificates in FY 2005.

- **Construction Safety Phasing Plans.** We processed 207 construction safety-phasing plans at GA airports. We reviewed these plans to ensure that development would be conducted in a safe and compliant manner.

Part 139 Certification Program

- **Part 139 Certification Inspections.** We completed a total of 77 (103%) of the 75 required periodic inspections and conducted a total of 110 (423%) of the required 26 surveillance/follow-up inspections.

- **Airport Certification Manuals (ACM).** Nationally, all Part 139 airports were required to update their ACMs and resubmit them to the FAA for review this FY. We had three national goals associated with this effort. The first was to ensure that all 60 AGL Class I airports submitted their ACMs by December 9, 2004. The second was to ensure that all 36 AGL Class II, III, and IV airports submitted their ACMs by June 9, 2005. Our third and most daunting goal was to approve or return all 96 of the ACMs for correction within 120 days of their receipt. All three goals were accomplished within the deadlines.

- **Part 139 Discrepancies.** As part of our airport certification inspections, we are required to document the safety discrepancies we find at airports. The following data shows the effectiveness of our Airport Certification Program over the past five years. In FY 2005, we continued to use surveillance inspections as a means to assist airport sponsors with regulatory compliance.
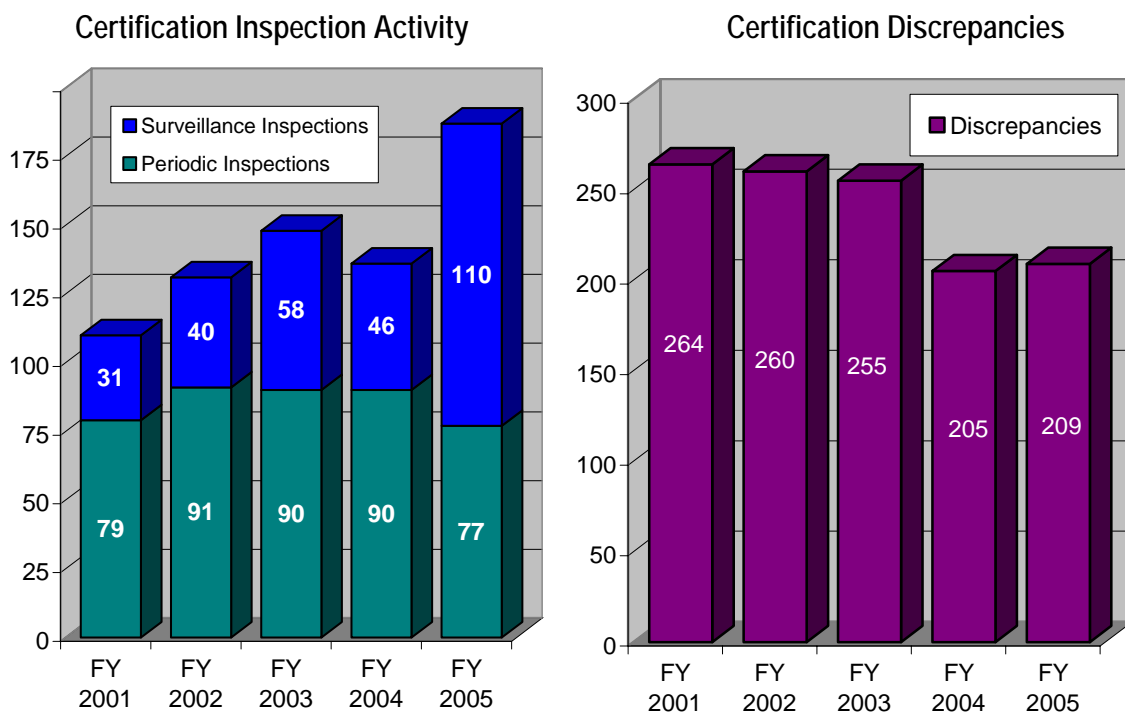

Table 1
Certification Inspection Activity and Discrepancies

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Periodic Inspections	79	91	90	90	75
Surveillance Inspections	31	40	58	46	110
Discrepancies	264	260	255	205	209

Runway Incursion Reduction

- **Runway Incursions.** Both nationally and regionally we were able to keep well within the runway incursion limits we set for ourselves (based on a 3-year rolling average). Despite an increase in traffic, we were able to maintain the number of vehicle/pedestrian incursions experienced in FY 2004.

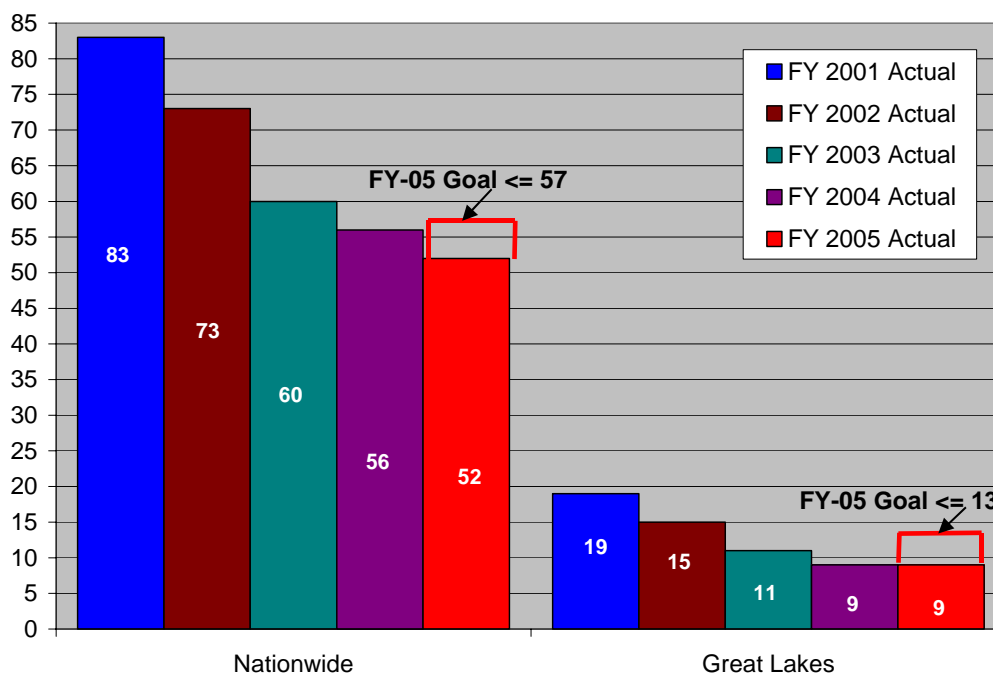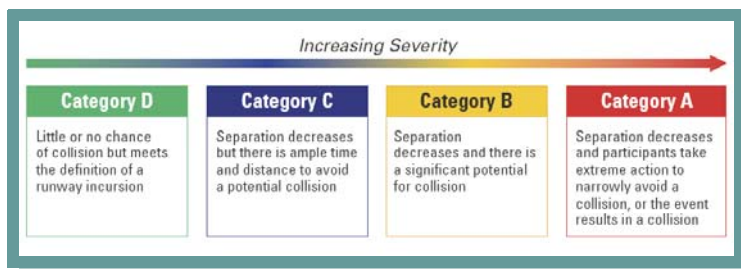### Runway Incursions from Vehicle and/or Pedestrian Deviations

Table 2
Runway Incursions from Vehicle and/or Pedestrian Deviations

	FY 2001 Actual	FY 2002 Actual	FY 2003 Actual	FY 2004 Actual	FY 2005 Actual	FY 2005 Limit
Nationwide	83	73	60	56	52	57
Great Lakes	19	15	11	9	9	13

- **Category A and B Runway Incursions.** Category A and B runway incursions are considered the most dangerous types of runway incursions. We did not have any of these types of incursions caused by either vehicles or pedestrians in FY 2005.

Increasing Severity

Category D
Little or no chance of collision but meets the definition of a runway incursion

Category C
Separation decreases but there is ample time and distance to avoid a potential collision

Category B
Separation decreases and there is a significant potential for collision

Category A
Separation decreases and participants take extreme action to narrowly avoid a collision, or the event results in a collision

- **Runway Incursion Locations.** The locations of our nine runway incursions were: Midway (Chicago, IL - MDW); Greater Rockford (Rockford, IL - RFD); Palwaukee (Wheeling, IL - PWK); Muskegon County (Muskegon, MI - MKG); Detroit Metropolitan-Wayne County (Detroit, MI - DTW); Cleveland-Hopkins International (Cleveland, OH - CLE); Dane County Regional (Madison, WI - MSN); Duluth International (Duluth, MN - DLH); and St. Paul Downtown Holman Field (St. Paul, MN - STP).
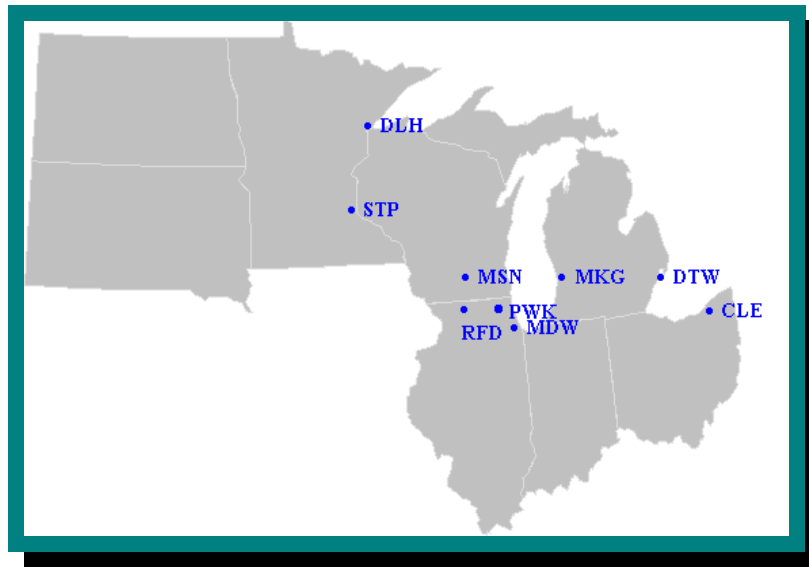
Locations of the nine FY 2005 AGL runway incursions.

- **Runway Safety Action Teams (RSATs).** We attended all nine of the RSAT meetings scheduled by the Regional Runway Safety Office for FY 2005. These locations included St. Louis Downtown-Parks (Cahokia/St. Louis, IL); Waukegan Regional (Waukegan/Chicago, IL); Detroit Metropolitan (Detroit, MI); Palwaukee (Chicago/Wheeling, IL); Fort Wayne International (Fort Wayne, IL); Hector International Airport (Fargo, ND); Ohio State University (Columbus, OH); St. Paul Downtown Holman Field (St. Paul, MN); and Chicago Midway (Chicago, IL). The ADOs participated in seven of these nine RSATs.

- **Various Site/Problem Specific Meetings**. In addition to the officially scheduled RSATs scheduled by the Runway Safety Office, our Airports Division representative participated in six local RSAT meetings. Three of the meetings were conducted at Chicago, IL (ORD), one was conducted at Cleveland, OH (CLE), and two were Oshkosh, WI (OSH).

- **RSAT Recommendation Projects.** In FY 2005, we supported 18 RSAT recommendation projects with $25.4 million in Airport Improvement Program (AIP) funding. To date, a total of 74 of these types of projects have been funded with AIP, PFC and local funding. For the remaining 23 RSAT recommendations made as of June 30, 2005, we have identified additional future year AIP funding.

- **Runway Safety Booth.** We provided a representative to help staff the Runway Safety Booths at both the Experimental Aircraft Association's (EAA) AirVenture 2005 (Oshkosh, WI) and the Airfield Operations Area Expo & Conference in Milwaukee, WI.

Priority Runway Safety Area Initiatives

- **Priority Runway Safety Area (RSA) Revalidation.** We conducted our previous RSA inventory in 2000. As part of the overall RSA initiative, all of the regions were asked to validate the accuracy of their inventory by July 31, 2005. AGL physically inspected each RSA by June 16, 2005 (45 days ahead of the deadline).

- **RSA Improvements.** With the help of our airport sponsors, we were able to physically complete all practicable improvements (excluding navigational aids) to 12 Priority RSAs in FY 2005, far exceeding our goal of seven.

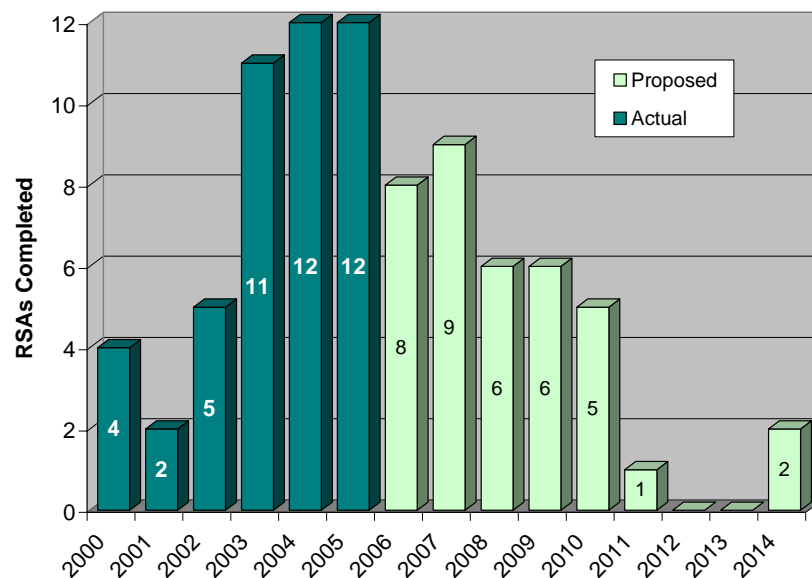### RSA Improvement Completions (excluding navigational aids)

Table 3
RSA Improvement Completions (Excluding Navigational Aids)

Year	RSAs Completed	Status
2001	2	Actual
2002	5	Actual
2003	11	Actual
2004	12	Actual
2005	12	Actual
2006	8	Proposed
2007	9	Proposed
2008	6	Proposed
2009	6	Proposed
2010	5	Proposed
2011	1	Proposed
2014	2	Proposed

Priority Runway Safety Areas Initiatives (Cont.)

- **Priority Runway Safety Area (RSA) Funding.** We had two RSA funding goals for FY 2005. One was to secure funding for all of the practicable improvements (except NAVAIDs, which will be addressed by the Air Traffic Organization's Technical Operations) for at least 10 of our high-priority RSAs. We exceeded this goal by securing funding for 13. The other goal was to create a Priority RSA funding plan, which we also accomplished. We have provided a total of $118 million in funding toward this initiative to date ($46 million in FY 2005). We anticipate that another $190 million will be needed between FY 2006 and FY 2014, for a grand total of $308 million.

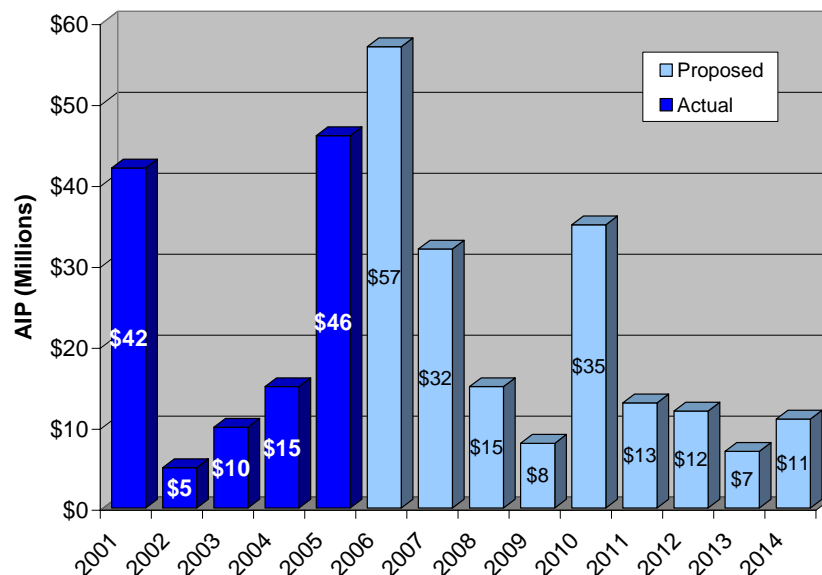**Actual and Potential Future AIP Funding for Great Lakes Region High-priority RSAs**

Table 4
Actual and Potential Future AIP Funding for Great Lakes Region High-priority RSAs

Year	AIP Funding	Status
2001	$42	Actual
2002	$5	Actual
2003	$10	Actual
2004	$15	Actual
2005	$46	Actual
2006	$57	Proposed
2007	$32	Proposed
2008	$15	Proposed
2009	$8	Proposed
2010	$35	Proposed
2011	$13	Proposed
2012	$12	Proposed
2013	$7	Proposed
2014	$11	Proposed

Other Part 139 Safety Initiatives

- **Fatal Accidents Avoidance.** There were no fatal accidents due to the condition of airfield facilities at any of our AGL Part 139 airports during FY 2005.

- **Other RSA Projects.** In addition to funding our high-priority RSA improvement projects, we identified and funded 10 additional RSA improvement projects and studies using $16.3 million in AIP funding.

- **Wildlife Mitigation.** We funded 13 wildlife fence construction projects to eliminate/reduce large mammal access to Part 139 airport movement areas using $5.3 million in AIP funding. This far exceeded our goal of three fencing projects. We also determined the needs for FY 2006 and completed the entries in time for the projects to be properly considered for FY 2006 funding. In addition, a complete inventory of existing and required wildlife fencing at all Part 139 airports was compiled and captured on spreadsheets for ADO use in making future wildlife mitigation project funding decisions. The inventory shows that 55 of our certificated airports have acceptable wildlife fencing and 35 airports need to be targeted as priorities for future funding. The remaining airports have few or no enplanements and/or little air carrier activity, and at this time are characterized as a lower priority.

Example of wildlife fencing restricting deer from the airfield.

- **Airport Certification Information Bulletins.** We sent a total of 12 Airport Certification Information Bulletins to our Part 139 airports on topics such as runway safety information, FAA conferences, driver training programs, ARFF live fire training requirements, RSA revalidations, aligned taxiways, and GPS approaches. We also published these bulletins on the AGL website.

Other Part 139 Safety Initiatives (Cont.)

- **Safety Related Conferences and Events.** We are often asked to speak at conferences and universities on safety issues. In addition to the many events mentioned elsewhere in this Annual Report, we also gave presentations on a variety of safety issues at the AirTap Conference (St. Cloud, MN), Lewis University (Romeoville, IL), the Asphalt Institute Conference (Rosemont, IL), and Purdue University (West Lafayette, IN).

- **Safety Awards.** We continued our Division Safety Awards Program in FY 2005. This program was developed to provide special acknowledgement to Part 139 airport sponsors deserving recognition for their proactive support of safety. We presented three such awards to Austin Straubel Field (Green Bay, WI), Pierre Regional Airport (Pierre, SD), and Cherry Capital Airport (Traverse City, MI) at our FY 2005 conference in November 2004.

Representatives (left to right) from Austin Straubel Field, Pierre Regional Airport, and Cherry Capital Airport receiving their safety awards.

- **Airport Partnership Awards.** This year, we also recognized two organizations for outstanding airport industry safety contributions via the new AGL Airport Partnership Awards program. United Airlines and the United States Department of Agriculture (USDA) Wildlife Services were presented with awards at the AGL Airports Conference in November 2004.

Representatives from United Airlines (left) and the USDA (right) receiving their Airport partnership Awards from FAA Airports Division representatives.

Other Part 139 Safety Initiatives (Cont.)

- **Chinese Delegation Visit.** A group of 10 individuals from China visited in the U.S. for two weeks. On June 21, 2005, the entire group began four days of training at the FAA Academy in Oklahoma City. The AGL Lead Airport Certification Safety Inspector (ACSI) participated as an instructor for this training.   During the week of June 27, 2005, the delegation split, with five of the visitors traveling to Southwest Region and the remaining five traveling to AGL. The AGL contingent met with Airports Division management and staff in the AGL Regional Office and learned about our organization, functions and structure. The Lead ACSI then provided additional training, which included a certification inspection at Chicago Midway on June 28-29, 2005. After this inspection, the Chicago Deputy Aviation Commissioner and other MDW staff met our Chinese visitors and learned about the rapidly growing airport and aviation system in China. The delegation then visited the airport in Rockford, IL where the training continued for a final day.

Chinese delegation with FAA Airports representatives.

- **Uruguay Safety and Certification Training.**   In August 2005, one of our Certification/Safety Inspectors traveled to Uruguay to provide a training seminar on airport safety and certification to representatives from 12 Latin American nations.

- **Africa Safety and Certification Seminar.** In December 2004, one of our Certification/Safety Inspectors traveled to South Africa to provide a training seminar in airport safety and certification to representatives from 11 African nations.

- **Construction Safety Phasing Plans.** We processed 121 construction safety phasing plans for Part 139 airports. We reviewed these plans to ensure that development on these airports would be conducted in a safe and compliant manner.

Compliance and Capacity Initiatives

- **General Aviation Land Use Inspections.** In order to ensure that general aviation airports are complying with Federal land use regulations, each region was asked to perform at least two land use inspections. We conducted seven inspections. For three of these, the analysis and reporting will be completed in FY 2006. The AGL locations include Lunken Field (Cincinnati, OH); Clermont County (Batavia, OH); Bell Fourche Municipal (Bell Fourche, SD); Coleman A. Young Municipal (Detroit, MI); Manitowoc County (Manitowoc, WI); Anderson Municipal (Anderson, IN); and Ohio State University (Columbus, OH).

- **Standard Land Use Inspection Report.** In order to make the general aviation land use inspections more efficient and consistent, we developed a standard report format for use by our employees prior to the first FY 2005 inspection.

- **Runway Commissioning Tools.** In order to enhance our internal coordination activities associated with commissioning new runways we distributed a new Category II/III Runway Checklist and the Runway Template Action Plan (RTAP) schedule template for our employees' use.

- **Runway Pavement Conditions.** We have an ongoing national goal of maintaining at least 93% of the runways at airports in the National Plan of Integrated Airport Systems (NPIAS) in good or fair condition. In AGL, we were able to exceed this goal by maintaining 94% of our runways in good or fair condition.

Example of pavement requiring rehabilitation or reconstruction.

- **Funding for Reliever Airports.** We issued 12 grants for $33.7 million in AIP funding to secondary and reliever airports in the AGL major metropolitan areas. Projects ranged from runway extensions to access road rehabilitation.

Major Capacity/Delay Studies

- **Major Capacity/Delay Studies**. We provided leadership for two major projects intended to increase capacity and/or reduce delays:

  - **O'Hare Modernization Program (OMP).** The O'Hare Modernization Program (OMP) is the City of Chicago's proposal to realign three existing runways, extend two existing runways, and construct one new runway at O'Hare. This will result in an eight-runway configuration consisting of six parallel East/West runways and two crosswind runways. The EIS selected the OMP as the "selected alternative" and found that the configuration will reduce overall delays by 66 percent and increase the annual operational capacity from 974,000 to 1,194,000 aircraft operations. As part of the reconfiguration, the City of Chicago proposes to acquire 440 acres of adjacent property including 539 housing units and 197 businesses. The expected total project cost of the OMP is $7.5 billion in 2004 dollars.


**Regional Administrator Chris Blum and the FAA Airports Division employees
who contributed to the completion of the O'Hare EIS and ALP.**

  - **South Suburban Airport (SSA).** In July 2002, FAA completed the Tier 1 Environmental Impact Statement (EIS) and Record of Decision for site approval for a possible supplemental airport in the Chicago area. To date, the FAA has issued $8 million in AIP grants to the State of Illinois for planning and the development of this EIS. The FAA and the State of Illinois are currently engaged in ongoing work in support of the master planning and Tier 2 environmental review for the SSA proposed development. Based on FAA site approval granted in 2002, the State of Illinois has been acquiring land (approximately 1,873 acres to date) to preserve the option of developing an inaugural airport. The inaugural airport would have one runway with the capability to expand to accommodate future market demand.

Major Runway Construction

- **Major Runway Construction**. We provided leadership for two major runway construction projects as part of FAA's Operational Evolution Plan (OEP):

    - **Cleveland Hopkins International Airport.** This project consists of a 9,000-foot replacement runway at Cleveland Hopkins International Airport to provide for Simultaneous Visual approaches and CAT III approach minimums on each end. This runway will provide increased safety and capacity. A 6,000-foot runway (Phase I) was completed in December 2002. A 1,775-foot runway extension with CAT I capabilities (Phase 2a) was commissioned in August 2004. The 9,000-foot runway was commissioned for Cat II/III capabilities (Phase 2b) in November 2004. The estimated final construction cost is $500 million with $148 million in AIP funds under their existing Letter of Intent (LOI).
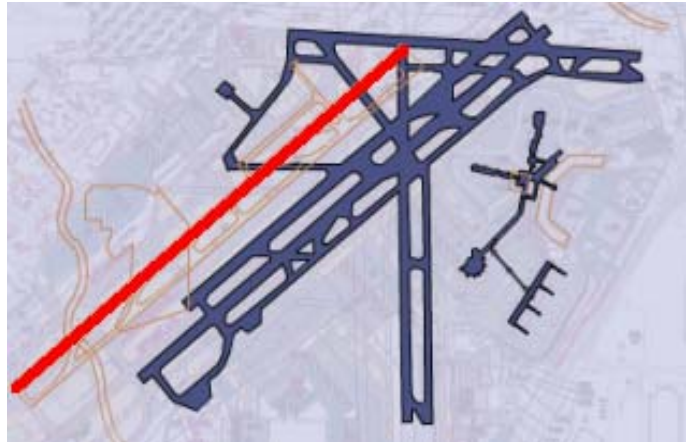

    New runway 6L/24R at Cleveland.

    - **Minneapolis-St. Paul International Airport.** This project consists of the construction of a new 8,000-foot Runway 17/35 at the Minneapolis-St. Paul International Airport. It is estimated that this $563 million project will allow the airport to increase airport capacity between 26 and 29 percent by operating nearly independently of the existing parallel runways. We are providing $95 million in AIP funding through an LOI plus $14 million in AIP funding for companion work. Construction was completed in FY 2005, and the runway was commissioned on October 27, 2005.

    New runway 17/35 at Minneapolis-St. Paul.

Environmental and Noise Initiatives

- **U.S. Fish and Wildlife Service.** To promote environmental streamlining of airport projects within AGL, a Memorandum of Understanding (MOU) was executed with the U.S. Fish and Wildlife Service on September 19, 2005. The MOU provides a general framework for streamlining interagency coordination of projects, and establishes basic parameters for project-specific agreements when they may be warranted for complex projects.

- **Environmental Studies.** The ADOs continuously processed Environmental Assessments (EAs) and Environmental Impact Statements (EISs) throughout the year to help ensure that airport development met the necessary environmental requirements. A total of 76 EAs and 12 EISs were in various stages of review during the fiscal year.

- **Residential and School Soundproofing Projects.** We issued soundproofing grants to eight locations, benefiting 4,475 residents and students using $53.1 million in AIP funding.
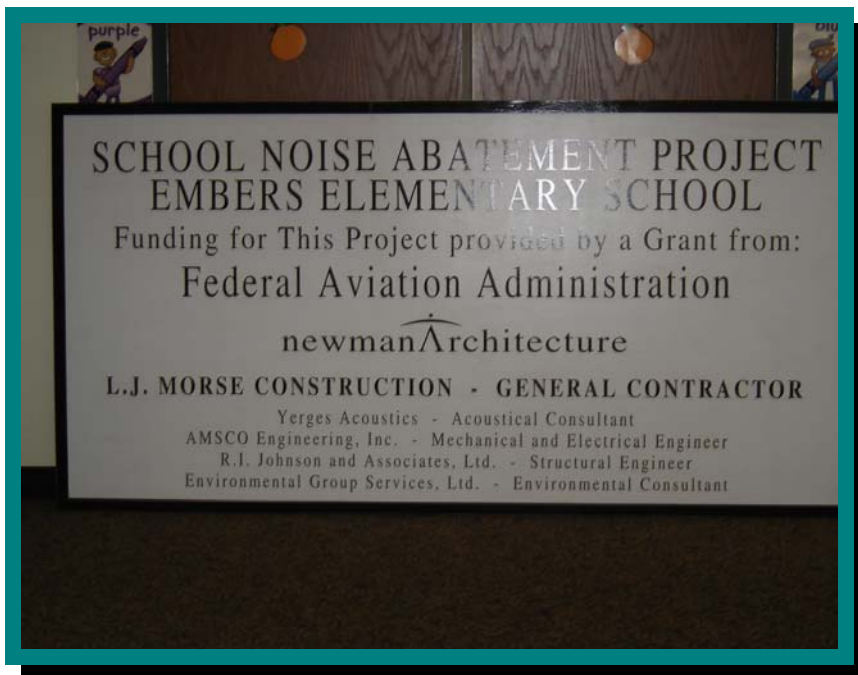

One of the Chicago area schools receiving a grant for school soundproofing.

- **Environmental Order Presentations.** The draft of the new Environmental Order (5050.4B) was published on December 16, 2004. In order to provide timely guidance and education on this new Order, we developed and rolled out two standard presentations for use by the region and ADOs at public conferences, within 90 calendar days of the draft's publication. One of the presentations was developed for detailed discussions with environmental experts and the other was developed for executive-level briefings.

Program Efficiency Measures

- **Airport Improvement Program (AIP).** As stewards of the AIP, we are responsible for the efficient and effective distribution and use of Federal AIP dollars. The following efficiency measures allowed us to determine how effectively we are administering our AIP program:

  - **Programming.** We were able to successfully program 100% of our $206.7 million in Discretionary within 30 calendar days of it being available to the regions. This exceeded the national goal of 90%. When we program Discretionary funds quickly, we can often get the grants issued and the development started earlier in the year.

  - **Grants Based on Bids**. A total of 332 (97%) of our 342 construction and equipment grants were based on bids. The national goal was 90%. When we issue grants based on bids rather than estimates, we find that there is less chance of Federal funds sitting idle.

  - **Obligations.** By August 30, 2005, we obligated 100% of all funds released by Office of the Secretary of Transportation (OST) as of August 15, 2005, one day ahead of the national goal. By September 7, 2005, we obligated 100% of all funds released by OST as of August 31, 2005, eight days ahead of the national goal. As with programming, obligating at an accelerated rate allowed us to get the money where it is needed for development as quickly as possible.

  - **Inactive Grants.** We had a regional goal that, by September 15, 2005, we would have no grants that had been inactive for 12 months or more (except for circumstances beyond FAA control, such as litigation). We came close: A total of 988 (98%) of the applicable 1,010 grants either had activity or were closed. Through this effort, we are able to keep the money moving toward development rather than sitting idle.

  - **2.75-Year Grant Inventory**. We had a regional goal to achieve a 2.75-year grant inventory by closing 339 grants during the FY. We exceeded this goal by achieving a 2.5-year grant inventory by closing 419 grants. By closing out grants in a timely fashion, we ensured that any unused funds in the grant are put back into the system for other projects.

  - **Closeout of Four Year and Older Grants.** We successfully met the national goal by closing out 100% of our 104 existing FY 2001 and older grants. Three grants in this category remain, but are exempt due to extraordinary circumstances, such as litigation. As with the 2.75-year grant inventory goal, by closing out grants in a timely fashion, we ensure that any unused funds in the grant are put back into the system to support other development.

- **Passenger Facility Charge (PFC) Program.** Although PFC is not technically Federal funding, we are still responsible for ensuring that the PFC program is administered in an efficient manner. The following efficiency measure helped us toward this end:

  - **PFC Application Closeouts.** We successfully met our regional goal by closing out 16 PFC applications -- 50% of the PFC applications that were physically and financially complete as of October 1, 2004.
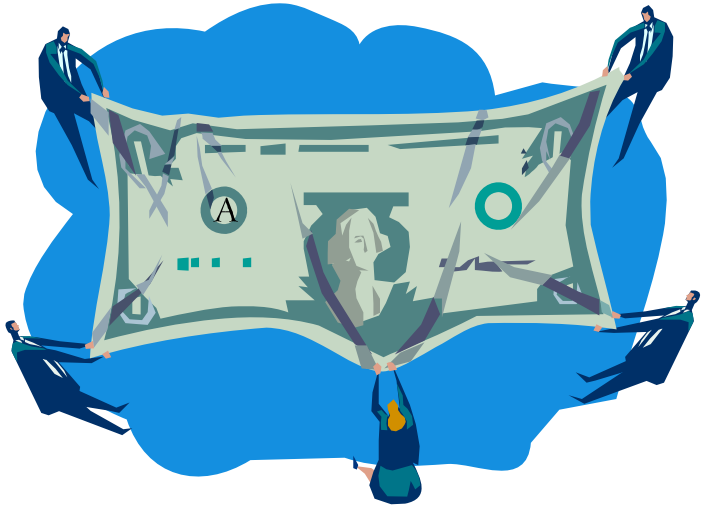
Customer Service

National Recognition. Five of our employees received awards as part of the 65th Annual "Airports Awards for Excellence Program" as follows:

- Rich Kula, Ellis A. Ohnstad Award for Technical Excellence - Winner
- KenTaira, Innovator Extraordinaire Award – Winner
- Bob Huber, Management Excellence Award – Runner Up
- Tricia Halpin, Ellis A. Ohnstad Award for Technical Excellence – Runner Up
- Kevin Colbert, Extra Mile Award - Honorable Mention

Airport Award for Excellence winners:
Rich Kula (left) and Ken Taira (right).

- **Other Employee Recognition.** In addition to the five national awards, 22 of our employees received recognition (awards, letters of appreciation, etc.) from parties outside of the AGL Airports Division.

Greg Sweeny (front middle) receiving the
2005 Airport Consultants Council (ACC) Best Practices Award.

Aviation and Community Outreach

- **20th Annual Airports Conference.** Once again, we hosted the Great Lakes Region Annual Airports Conference, which provided a forum for airport and aviation representatives from government and the private sector to come together to share information on a variety of airport related topics. This year's conference was a great success with over 475 participants.

Tom Schauer giving his presentation to a standing room only crowd
at the Annual AGL Airports Conference.

- **State Aviation Conferences.** We provided presentations at 12 (100%) of the regional state aviation conferences on program topics, safety issues, and other subjects of interest to increase participants' understanding of FAA Airports policies and programs.

- **Sponsor Contact.** We visited 65 (100%) of our primary airports this year to personally stay in touch with our sponsors' concerns and needs.

- **Aviation and Community Outreach.** In addition to conferences and site visits listed above, our employees participated in 48 other aviation and community/diversity outreach events such as the Government on Display Expo, the 3rd Annual Highland High School College and Career Fair, the Airport Minority Advisory Council Conference, the FAA Forecast Conference, and the North Dakota GA Airport Security Conference.

Airports by State and Type

- **Airports by State and Type.** The Great Lakes Region had 635 (18.5%) of the 3,419 airports in the agency's National Plan of Integrated Airport Systems (NPIAS) database in FY 2005. The distribution of our 635 NPIAS airports by type was:

  - 81.1% General Aviation airports
  - 7.9% Reliever airports
  - 2.2% Commercial Service airports (2,500 - 10,000 enplanements)
  - 8.8% Primary airports (10,000 or more enplanements)

Number of Airports by State and Type
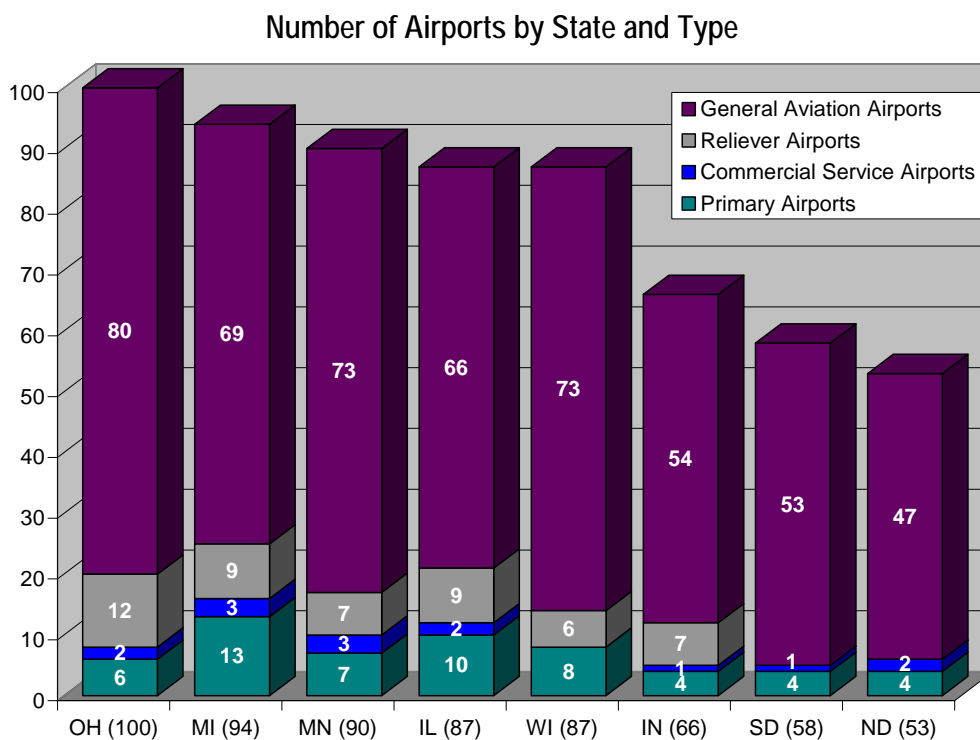
Table 5
Number of Airports by State and Type

State	Primary Airports	Commercial Service Airports	Reliever Airports	General Aviation Airports	Total
OH	6	2	12	80	100
MI	13	3	9	69	94
MN	7	3	7	73	90
IL	10	2	9	66	87
WI	8	0	6	73	87
IN	4	1	7	54	66
SD	4	1	0	53	58
ND	4	2	0	47	53
Total	56	14	50	515	635

Certificated Airports by State and Type

- **Certificated Airports by State and Type.** The Great Lakes Region ended FY 2005 with 96 FAR Part 139 airports. During the course of the FY, seven airports without air carrier activity surrendered their Part 139 certificates. The year end distribution of certificated airports by type was as follows (Class I are the largest airports with the most robust Part 139 requirements):

  - 62.5% Class I
  - 9.4% Class II
  - 2.1% Class III
  - 26.0% Class IV

Certificated Airports by State and Type
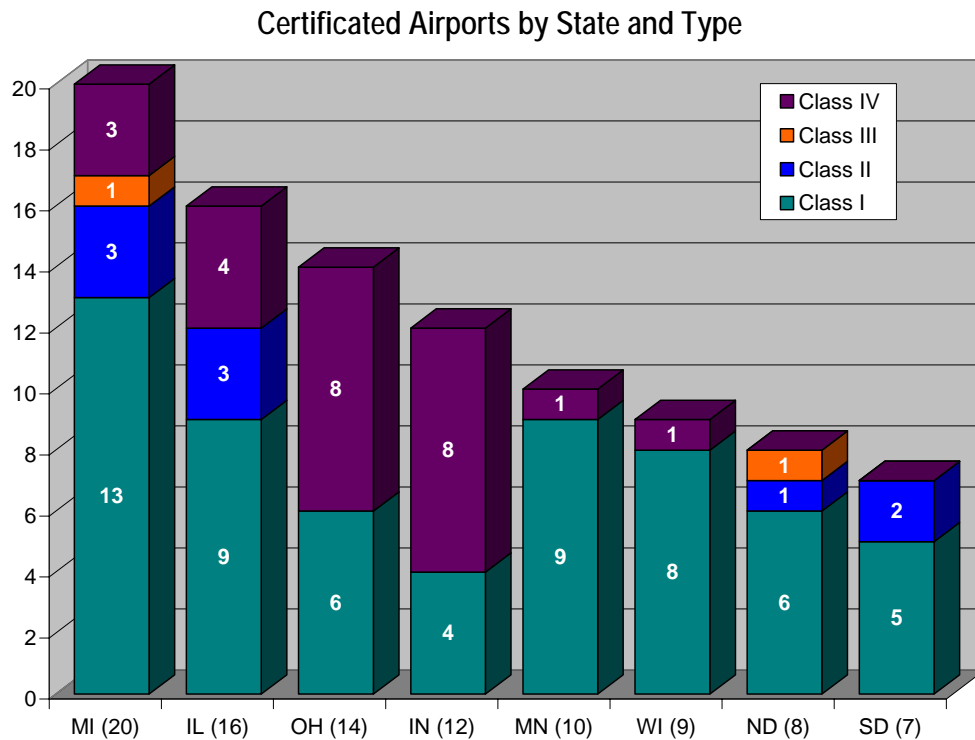
Table 6
Certificated Airports by State and Type

State	Class I	Class II	Class III	Class IV	Total
MI	13	3	1	3	20
IL	9	3	0	4	16
OH	6	0	0	8	14
IN	4	0	0	8	12
MN	9	0	0	1	10
WI	8	0	0	1	9
ND	6	1	1	0	8
SD	5	2	0	0	7
Total	60	9	2	25	96

Passenger Enplanements by State

Passenger Enplanements by State. Passenger enplanements are used, along with the rate of PFC collection, to determine AIP entitlement funding for a Primary airport. For each fiscal year, the enplanement data used is from the last full calendar year, so Calendar Year (CY) 2003 data was used for FY 2005. We had approximately 98.4 million commercial service enplanements, which was approximately 15% of the national total of 651.7 million. This was an increase of almost 4% from the previous CY in our region.

Millions of Enplanements by State
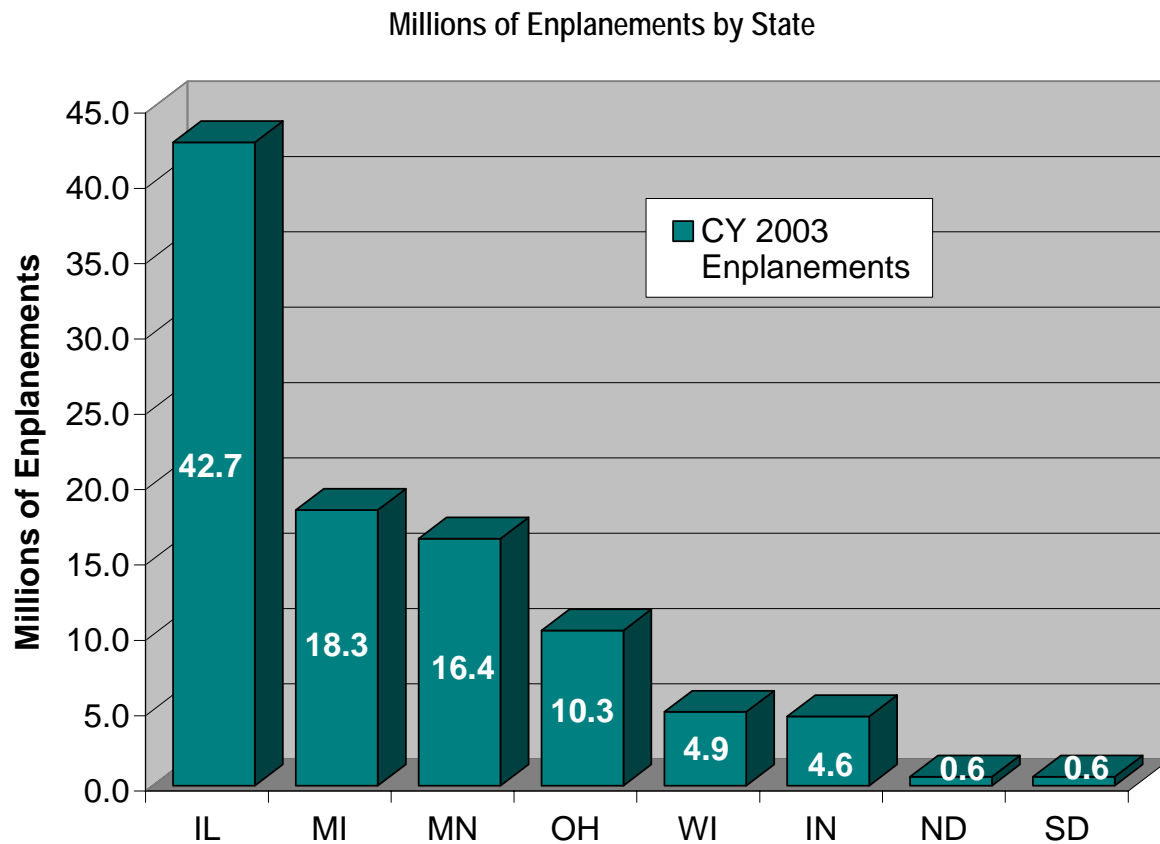
Table 7
Millions of Enplanements by State

State	CY 2003 Enplanements
IL	42.7
MI	18.3
MN	16.4
OH	10.3
WI	4.9
IN	4.6
ND	0.6
SD	0.6
Total	98.4

AIP Funding by State

- **AIP Funding.** We issued a total of 394 new grants and 158 amendments for $581 million in current year, prior year, future year, and recovery AIP funding. This was 16% of the $3.5 billion issued nationally. For new grants, we issued $518 million in pure FY 2005 funding.
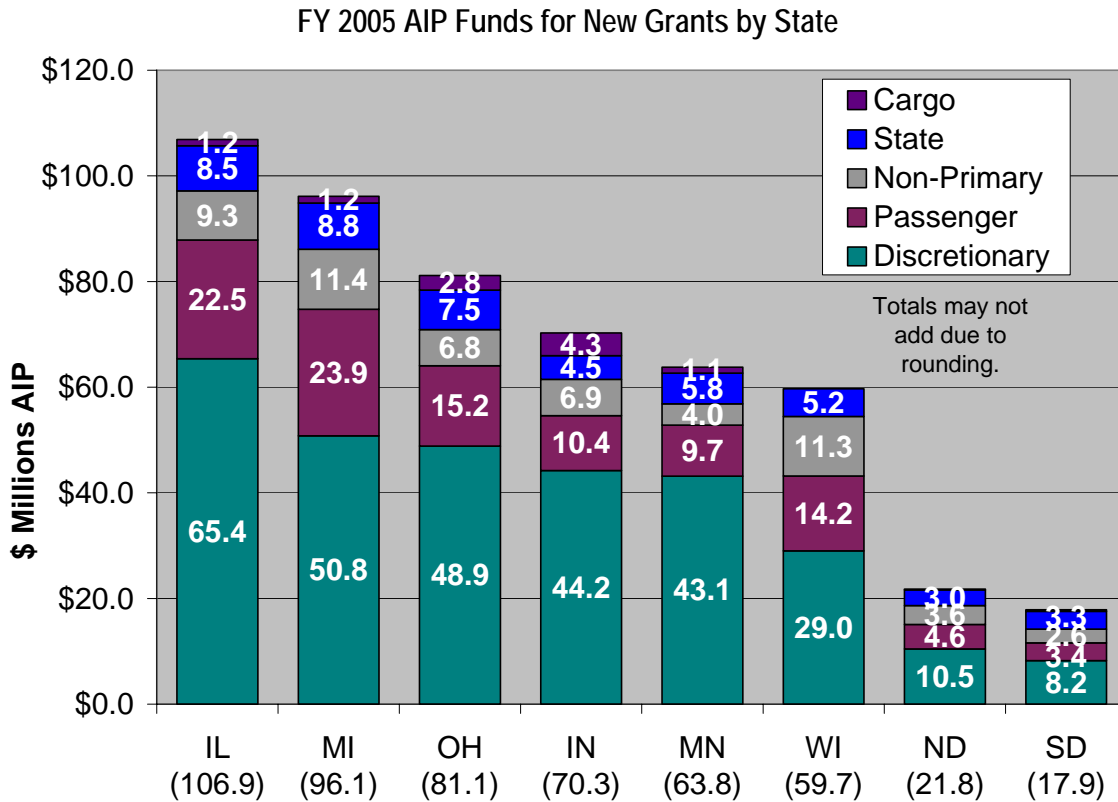
FY 2005 AIP Funds for New Grants by State

Table 8
FY 2005 AIP Funds for New Grants by State (in $ Millions)

Fund Type	IL	MI	OH	IN	MN	WI	ND	SD	Total
Discretionary	65.4	50.8	48.9	44.2	43.1	29.0	10.5	8.2	300.2
Passenger	22.5	23.9	15.2	10.4	9.7	14.2	4.6	3.4	103.8
Non-Primary	9.3	11.4	6.8	6.9	4.0	11.3	3.6	2.6	55.9
State	8.5	8.8	7.5	4.5	5.8	5.2	3.0	3.3	46.7
Cargo	1.2	1.2	2.8	4.3	1.1	0.0	0.1	0.3	11.1
Total	106.9	96.1	81.1	70.3	63.8	59.7	21.8	17.9	517.6

AIP Project Types

- **Funding by Project Type.** Approximately 50% of the AIP issued in FY 2005 was used for pavement (runways, taxiways, and aprons not including pavement funded under the State Block Grant Program). The second highest percentage project was for the State Block Grants (three of our eight states participate in this program).
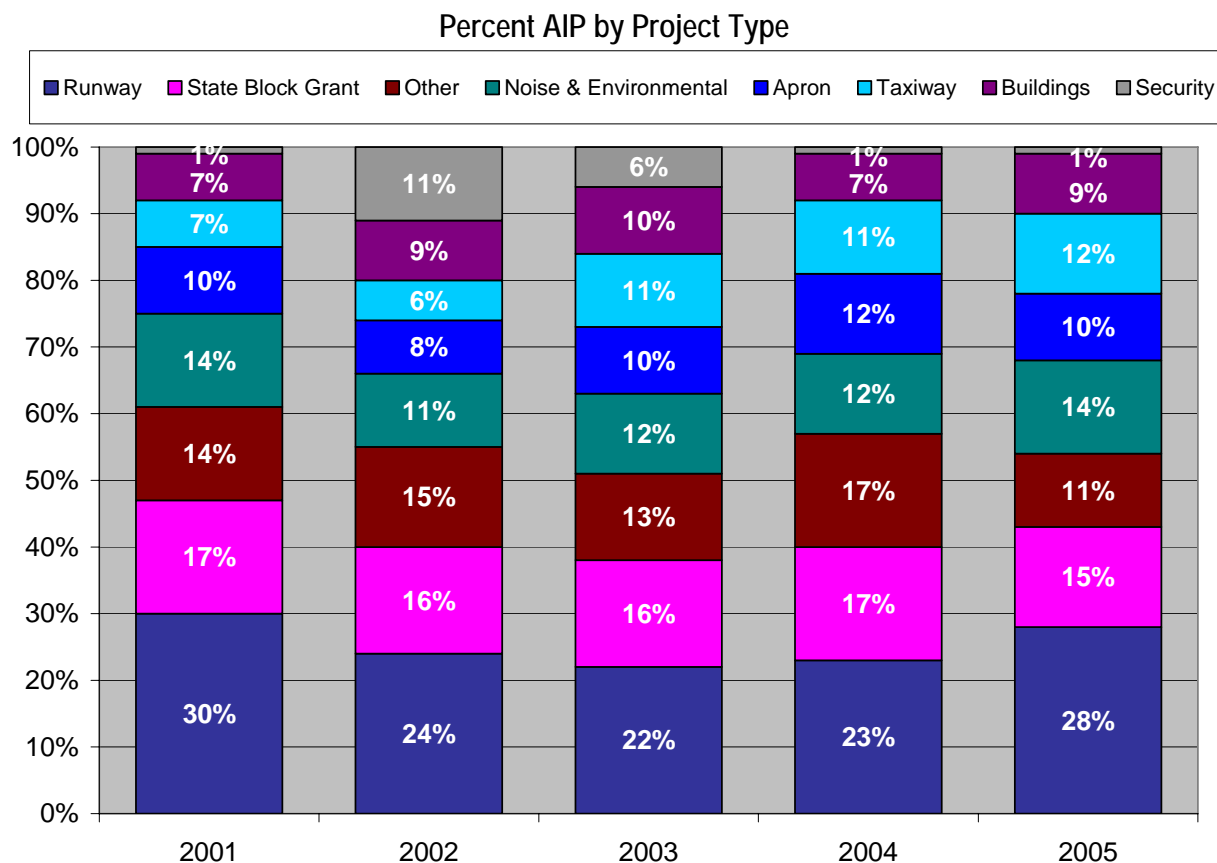
Percent AIP by Project Type

Table 9
Percent AIP by Project Type and Fiscal Year

Development Type	2001	2002	2003	2004	2005	Five-Year Average
Runway	30%	24%	22%	23%	28%	25%
State Block Grant	17%	16%	16%	17%	15%	16%
Other	14%	15%	13%	17%	11%	14%
Noise & Environmental	14%	11%	12%	12%	14%	13%
Apron	10%	8%	10%	12%	10%	10%
Taxiway	7%	6%	11%	11%	12%	9%
Buildings	7%	9%	10%	7%	9%	8%
Security	1%	11%	6%	1%	1%	4%

PFC Approved by State

- **PFC Applications.** As of September 30, 2005, a total of 263 applications and $10.9 billion in PFC collections have been approved in AGL since the program's inception. This is 21% of the $52.29 billion approved nationally.

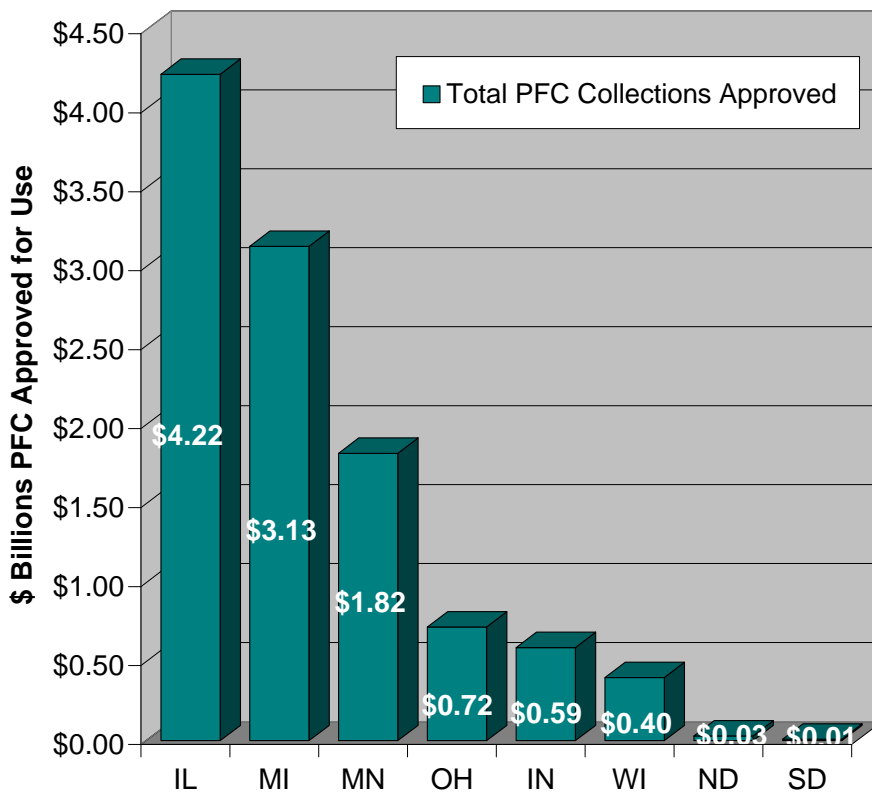**Total PFC Collections Approved Since FY 1991**

Chart: $ Billions PFC Approved for Use

State	Value
IL	$4.22
MI	$3.13
MN	$1.82
OH	$0.72
IN	$0.59
WI	$0.40
ND	$0.03
SD	$0.01

Legend: ■ Total PFC Collections Approved

Table 10
Total PFC Collections Approved Since FY 1991

State	Total PFC Approved (Billions)
IL	$4.22
MI	$3.13
MN	$1.82
OH	$0.72
IN	$0.59
WI	$0.40
ND	$0.03
SD	$0.01
Total	$10.92

PFC Project Types

- **PFC Projects.** We approved $379 million in PFC collections in FY 2005. The top three projects were as follows:

    - 31.2% for interest
    - 16.4% for equipment
    - 14.8% for terminal improvements

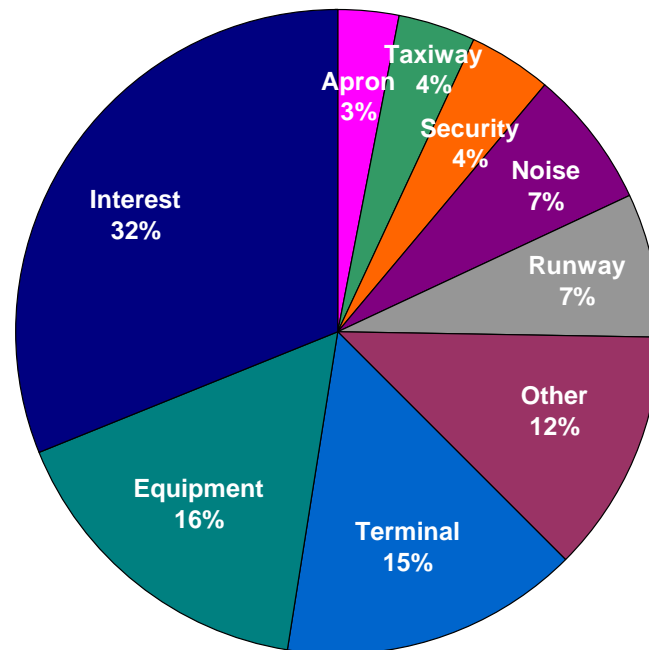**Percent PFC Funding Approved in FY 2005 by Project Type**

Table 11
Percent PFC Funding Approved in FY 2005 by Project Type

Project Type	Percent
Interest	31.2%
Equipment	16.4%
Terminal	14.8%
Other	12.4%
Runway	7.3%
Noise	6.7%
Security	4.3%
Taxiway	4.0%
Apron	2.9%

Airports Collecting PFCs by State

- **PFC Airports.** A total of 58 out of 70 (83%) Primary and Commercial Service airports in the Great Lakes Region are approved to collect PFCs. In FY 2005, 47 airports were approved for the increased $4.50 PFC collection rate.
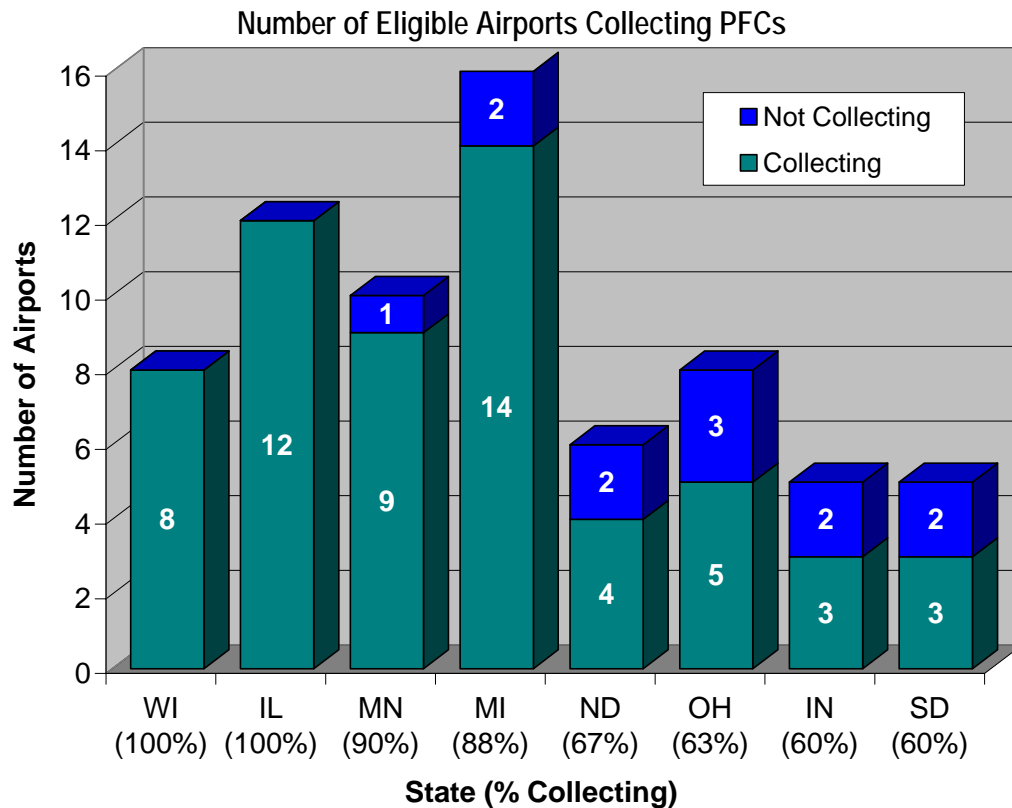
Number of Eligible Airports Collecting PFCs

Table 12
Number of Eligible Airports Collecting PFCs

State	Collecting	Not Collecting	Total	% Collecting
WI	8	0	8	100%
IL	12	0	12	100%
MN	9	1	10	90%
MI	14	2	16	88%
ND	4	2	6	67%
OH	5	3	8	63%
IN	3	2	5	60%
SD	3	2	5	60%
Total	58	12	70	83%

GREAT LAKES AIRPORTS DIVISION

Federal Aviation Administration
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Des Plaines, Illinois 60018
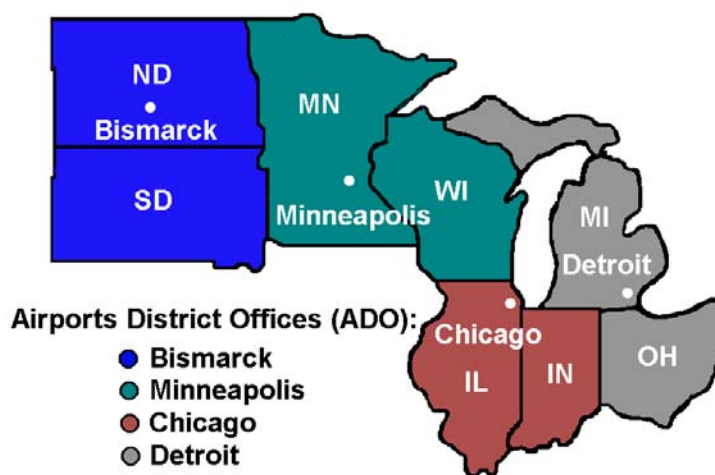Phone No.: (847) 294-7272
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